

A TIP!

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ESTABLISHED JUNE 6, 1870.

THE SALT LAKE TRIBUNE

SALT LAKE CITY, UTAH, MONDAY, DECEMBER 15, 1902.

WEATHER TODAY.

FORECAST FOR SALT LAKE. Probably rain or snow.

PRICE FIVE CENTS.

SHOT AND SHELL BURST IN CABELLO FORTRESS

Venezuelans Attempted to Reply, But Their Old Guns Were Soon Put Out of Action.

British and German Residents of Caracas Are Very Bitter Against Their Respective Ministers.

Puerto Cabello, Saturday, Dec. 13.—The British cruiser Charybdis and the German cruiser Vineta... The English commodore then sent a demand to the authorities for immediate satisfaction for having pulled down the British flag from the fortress...

FORTRESS SHELLED.

At 5 o'clock the Charybdis and the Vineta opened fire on the fortress and custom house. The fort replied, but was soon silenced. No damage was done to the town.

The United States consul went on board the two cruisers and was informed by their commanders that they had come to this port in search of the Venezuelan warships.

CANNON WERE ANCIENT.

It is not probable that the Venezuelan government had any modern cannon there. The custom house at Puerto Cabello is situated on the right, or main, land, side of the channel. It is a long, two-story brick building, and contains, besides executive offices, large warehouses.

The entrance to the inside harbor and Puerto Cabello is through a narrow channel not more than a few hundred feet wide. To the left of this channel, situated on the main land, is the fortress which was bombarded by the British and German cruisers.

The outside harbor to Puerto Cabello is hardly more than a large bay, offering comparatively little protection to shipping. The inside harbor is very secure and quiet.

Caracas, Saturday, Dec. 13.—The British legation here will be reopened tonight under the American flag by W. W. Russell, secretary of the American legation.

The statement that Italy, through her legation here, is to demand payment of her claims against Venezuela, has been confirmed.

The arrival of the United States gunboat Marietta at La Guayra yesterday was due to rumor that United States Minister Bowen was in danger. There has been no ground for such a rumor, and the presence of the Marietta was not requested by Minister Bowen.

The situation in Caracas continues to be critical and there is intense excitement among the German residents of the city. Today the Germans sought refuge at the American legation, where they were sheltered. Mr. Bowen has gotten in quantities of all kinds of provisions, to be used for any emergency.

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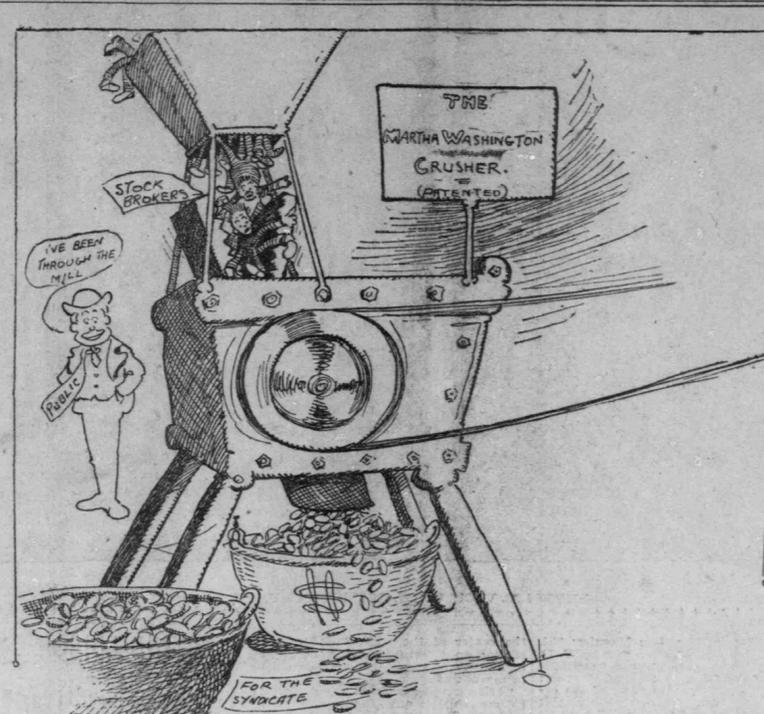
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ON BROKERS' ROW.

FIVE MEN BADLY INJURED MRS. U. S. GRANT PASSES AWAY

Work Train and Water Train Come Together Near Pocatello Back End to—Both Caboose Burned and Several Cars Are Smashed.

(Special to The Herald.) POCATELLO, Ida., Dec. 14.—Five men were seriously injured and narrowly escaped being burned to death in a wreck at Pocatello station, fourteen miles west of Pocatello on the Oregon Short Line, at 7 o'clock this morning. A water train backed out of Pocatello behind a work train. The work train stopped at Pocatello to pack a hot box, and the water train backed into it. The caboose of the water train, in which were Albert Jones, a call boy; E. T. Kibbler, a Utah Construction company clerk; F. H. Dalton, construction company employe; Conductor Charles McManus and Braken-ran Holmes, was turned completely over.

Both cabooses caught fire immediately. By herculean efforts the balance of the two train crews rescued the imprisoned men, but not before their clothes were burning and their hair singed. Jones had a broken shoulder, besides many severe bruises, and was pretty badly scorched. Dalton sustained a severe cut on the head and was frightfully bruised all over his body. Kibbler had his head badly cut and received many bruises. McManus and Holmes escaped with cuts and bruises, which are, however, quite severe. Both cabooses were burned to the iron and several cars more or less damaged.

SHOU-P BORAH COMBINE TWO TRAINMEN KILLED

Wire-pulling of Heyburn and Standrod Has Forced Other Candidates to Action.

(Special to The Herald.) Boise, Dec. 14.—After a consultation between former Senator George L. Shoup and W. E. Borah regarding the alleged Heyburn-Standrod senatorial combine, Borah has gone to northern Idaho to interview members-elect of the legislature and there may be a Shoup-Borah combine to offset the other and to gain control of the organization of the two houses. The contest is growing in interest daily and is already of an exciting nature, notwithstanding the legislature does not meet until Jan. 5. Standrod is showing unexpected strength and the election of his candidate, J. Frank Hunt, to the speakership is conceded.

GENERAL STRIKE FAILED.

Situation at Marseilles Is Very Much Improved.

Paris, Dec. 14.—Although the strike at Marseilles has now lasted for three weeks, no serious disturbance of order has yet occurred. The nearest approach to rioting was the disorder of Friday, when the strikers attempted to destroy the track in front of a car loaded with coal, several persons being wounded.

TRYING TO SUPPLY THE BIG CITIES WITH COAL.

Reading, Pa., Dec. 14.—The Philadelphia and Reading Railroad company had over fifty locomotives in service transporting coal to market yesterday and today. The company claims that 75,000 tons were started last night and today and is now on the road. Most of the engines are being used in the eastern cities. The motive power of the company has never been taxed as it is at the present time.

GEN. LONGSTREET'S REPORT.

Annual Statement of the Commissioner of Railroads.

Washington, Dec. 14.—The annual report of General Longstreet, the commissioner of railroads, says that of the railroad companies which have received government subsidies in bond all have settled their indebtedness with the government except the Central Branch Railway company, the successor of the Central Branch Union Pacific Railway company. The reports of the bond-aided and land grant roads show an increase of \$29,000,000 in net earnings over those for 1901. There was an increase of over \$5,000,000 in gross earnings and of \$2,000,000 in expenses.

FIRST OF THE WINTER.

Topeka, Kan., Dec. 14.—The first heavy snowstorm of the winter prevailed all over Kansas today. The fall in some places amounted to four inches on the level. No severe cold accompanied the storm and great good to the wheat crop in central Kansas will result. Trains on all roads were late today, the snow in some places preventing traffic. There has been no relief of the fuel famine in Kiowa county and should the weather grow much colder great distress will ensue.

THE DEATH RECORD.

Major Alexander Shaw. Baltimore, Md., Dec. 14.—Major Alexander Shaw, financier, coal operator and philanthropist, died suddenly of heart failure at his home in this city late last night, aged 67 years.

Rev. McWard Hannin. Toledo, O., Dec. 14.—Rev. McWard Hannin, one of the best known Catholic priests in the country and the pastor of St. Patrick's church here for forty years, died today at the age of 76 years.

CABLE CHRISTENED BY MEMORY OF JOHN W. MACKAY

Thousands of People Witness the Splicing of the Shore End of the Long Wire.

Speeches of Congratulation on the Auspicious Beginning of the Great Pacific Enterprise.

SAN FRANCISCO, Dec. 14.—In memory of John W. Mackay, I christen these Pacific cable. May it always carry messages of happiness. With these words, Lucille Gage, the 11-year-old daughter of H. T. Gage, governor of California, today christened the trans-Pacific cable rope and breaking a bottle of champagne over the shore end, inaugurated a new era in the commercial development of the Pacific coast. The launching and splicing of the shore end, which is to connect the mainland with Honolulu, was accomplished without hitch of any kind and was witnessed by 20,000 to 40,000 people. Ideal weather prevailed, there being scarcely a surf.

The Cable Landed. Early this morning the steamer Newsboy, carrying six miles of cable, steamed close inshore and, through a life-saving boat's crew, sent the cable to which the cable was attached ashore. Word was sent to President Clarence H. Mackay and the cable and Postal Telegraph office, and the splicing of the shore end, which is to connect the mainland with Honolulu, was accomplished without hitch of any kind and was witnessed by 20,000 to 40,000 people. Ideal weather prevailed, there being scarcely a surf.

While the cable was being spliced to the land end Mayor Schmitz delivered a short speech, congratulating Mr. Mackay on the successful beginning of the work. He also spoke of the importance of the undertaking and the benefit to the city from the cable.

Clarence H. Mackay, president of the Commercial Cable company, with a voice full of emotion, thanked the mayor and those present.

Tribute To John W. Mackay. Governor Henry T. Gage, on behalf of the state of California, paid a fervent tribute to the late John W. Mackay. The formal exercises closed with cheers for the cable and all those taking part in its landing.

Refreshment tents were erected on the beach, and while the cable was being spliced, the city was filled with a large number of specially invited guests. Mr. Mackay also sent the following telegram to President Roosevelt:

"San Francisco, Dec. 14. To the Hon. Theodore Roosevelt, President of the United States. I have the honor to inform you that the end of the Honolulu cable was successfully brought to shore this morning. (Signed.) CLARENCE H. MACKAY, President of the Commercial Pacific Cable Company."

When the splicing was completed in the afternoon, horses were hitched to the end and the cable was drawn through the conduit to the cable station. At the same time the steamer Newsboy steamed out to sea five cables and anchored the cable with balloon buoys. It was picked up by the cable steamer Silverton and taken aboard.

The splicing of the cable was completed tonight and the Silverton headed for Honolulu at a seven-knot speed.

The first message over the cable was sent from San Francisco to Manila, Benet on the Silverton, congratulating him on the successful landing. Several tests were made as the cable was being paid out by the Newsboy, and it was found to be in perfect condition.

Souvenirs Distributed. A portion of the cable was cut up into small bits for souvenirs and distributed by President Mackay among his guests, estimated at about 3,000. During the ceremonies an artillery band from the Presidio played. Fifty policemen were kept busy keeping the shore end of the cable where the splicing was going on.

President Mackay completed his lavish hospitality of the day with a banquet tonight for the guests of the Cable & Postal Telegraph company.

WORK OF LAYING CABLE.

The Cable Ship Silverton Now Reeling Off the First Section.

The world has waited long and impatiently for a Pacific cable and now it is getting one. At this moment, a cable ship employed by an American concern, backed by American capital, and impelled by American energy and enterprise is actually laying the first link between San Francisco and Manila, at the rate of 160 miles a day, and will complete the job within a month.

Thence the line will be continued with all possible expedition in not exceeding two years' time to Manila via Midway island and Guam.

This event is progressing without any beating of tom-toms, without the slightest ostentation, in fact, silently; and yet, inasmuch as it is bound to introduce a new era in trans-Pacific communication, calculated to fire one's imagination and kindle one's enthusiasm. Since the year 1866—that is, for thirty-six years past—we have had uninterrupted cable communication across the Atlantic ocean, but never yet have we had a cable across the Pacific.

Projects innumerable have been formed and exploited to supply the lack, but none of them until now has eventuated into a fact.

There is already a cable from Manila to Hongkong, the one that Dewey judiciously cut in May, 1898, and from Hongkong there branches out a network of coast and insular cables reaching the various ports of China, Formosa and Japan on the Asiatic side; so that the Pacific cable, when completed to Manila, will give us direct access westward to China and Japan, as well as to the Philippines and Hawaii.

Flash Will Be Direct. Until the cable company was incorporated the rate for cable messages from New York to the Philippines was \$2.55 per word. Since its incorporation, in September, 1901, the rate which the United States has had to pay has

been \$1.65, and the messages have had to be transmitted over a very unsatisfactory and roundabout route, first over the Atlantic cables to London, and from London with many relays to Gibraltar, Malta, Alexandria, Aden, Bombay, Madras, Singapore and Hongkong to Manila, over the lines of the Eastern Telegraph company and the eastern extension.

With the American Pacific cable, however, a wire will flash direct from San Francisco to Manila, with relay stations only at Honolulu, Midway and Guam, each an American possession, and the expense per word will be reduced for commercial messages, while the postmaster general will have the right to fix the rates for governmental messages. For messages from San Francisco to Honolulu the cable company proposes to charge only 50 cents per word, and promises to reduce that rate within two years to 35 cents.

These immense reductions from prevailing rates via Europe and other routes, a substantial gain to all American merchants doing business in the far east, not to mention commerce in the government. It is not expected that the initial link from San Francisco to Honolulu will pay. Indeed, it is foreseen that it must be operated at a loss. On this account alone, if for no other reason, it is to the pecuniary advantage of the cable company to hasten with all speed the extension and operation of the line to Manila, so as to avail itself of the vast business that awaits it from the Philippines and from China and Japan.

The Honolulu link will be completed early in December, and then both terminals will be connected with inshore lines and the cable put into active operation. The California shore end will be in just south of Golden Gate, touching near the Cliff house, and thence underground to the Market street offices of the company, across the street from the Palace hotel, San Francisco.

Cable Ship at Work. The cable ship Silverton is now reeling off the first section from San Francisco to Honolulu, the cable ship, the Calonia, which last month completed the laying of a link of the British cable from Vancouver to Fanning island, in connection with a cable ship Anglia, is now on her way home to England to get a load of cable for the second link of an American cable from Honolulu to Midway island.

As soon as the Silverton finishes the first link she will return to England and, to load up, will be sent to Guam. By that time the Calonia will have finished the link between Honolulu and Midway, and the cable will again be England for the cable designed for the final link from Guam to Luzon.

The cable company is under the necessity of conducting a series of surveys between Guam and Luzon, and these will interpose a considerable delay, but it is believed that the surveys can be completed in time to allow the laying of the final link to Luzon not later than July 1, 1904.

Last spring, when the cable officials were dealing with the present government, they expressed a desire to lay an all-American cable—that is, a cable touching only on American soil, under the control of the United States, but they had some doubts as to whether a safe landing could be made at Guam, owing to the presence of deep sea abysses lying between Midway island and Guam. The present government admitted them, under certain restrictions, to examine the surveys of that region in the possession of the department.

The total length of the cable from San Francisco to Manila will be 6,831 miles, plus 10 per cent allowed for "slack" to follow the contour of the uneven sea bottom, or 7,533 miles in all. This will be the longest single cable line in the world. The link between San Francisco and Honolulu will measure 2,178 surface miles. The next link between Honolulu and Midway will measure 1,140 surface miles. The third link between Midway and Guam will be the longest of all, 2,236 surface miles. The last link between Guam and Manila will be 1,390 miles. It will reach the island of Luzon at its northern extremity, and thence will be trailed along the west coast southward to Manila.

The land the final link on the eastern shore of Luzon and connect it with a land telegraph running across the island westward to Manila. This a consideration of the dangers that would constantly threaten the land line from irresponsible natives, ignorant of the necessity of keeping the line in perfect trim, and from other causes. The accidents, convinced the projectors that it would be cheaper and safer in the end to extend the cable itself around the northern end of the island, since the line when submerged would be practically out of harm's way.

It is estimated that the entire cost of the completed cable from San Francisco to Manila will be in the neighborhood of \$12,000,000, including the various cable stations and regular expenses of installation, and such exigencies as experience shows may be met. Inasmuch as the cable company has filed with the postmaster general his acceptance of the act of congress of July 24, 1866, relating to cable accidents, it is under moral obligations to sell its cable and property to the government at any time at its appraised value. The postmaster general has the right annually to fix the rate to be charged for the governmental messages that will be transmitted over the cable, and governmental messages will enjoy precedence in transmission over all other messages. Under these circumstances the enterprise was believed to meet all the legitimate requirements of the public for a Pacific cable, and the expense of the public treasury, considering that it would be contrary to good policy for the government to embark upon enterprises which private concerns are willing to undertake at their own cost.

(Continued on Page 2.)